

BLATZ
THE STAR
MILWAUKEE
BEER.
Per Cask of 10 doz. Pints, \$25.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,510 號十壹百伍千叁萬壹第 日英十二年柒月廿五號

HONGKONG, TUESDAY, JULY 2ND, 1901.

式年禮 號月柒年壹零九千壹英港香 PRICE, \$2½ PER MONTH

WATSON'S
SUPERIOR VERY OLD

COGNAC
BRANDY.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY. [a1392]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brandy to Hongkong
for over half a century
Apply to G. G. ANDERSON,
Hongkong 13, Praya Central. [a1393]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a1394]

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

“SPECIAL BLEND” WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [a1395]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.01 p.m. Every 10 minutes.
8.01 p.m. to 8.45 p.m. Every 10 minutes.
8.45 p.m. & 9 p.m. 9.15 to 11.15 p.m. very 1 hour.
SPECIAL CARS. [a1396]

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Offices, 38 & 40, Queen's Road Central,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a1397]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous “NEW
HOWE” and “MONOPOLY” CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill,
Ensuring a speciality.

McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 4th April, 1901. [a1398]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, 1st June, 1901. [a1399]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899. [a1400]

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a1399]

SPECIALTIES

AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brandy in London. Supplied to ALL the principal
Clubs and Hotels.

PRICE. 2 Doz. Pints. 1 Doz. Quarts. \$22.00 \$40.00

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.

PRICE. 2 Doz. Pints. 1 Doz. Quarts. \$36.00 \$56.00

Special Rates to Messes.

“DRY ROYAL” SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.

PRICE. 2 Doz. Pints. 1 Doz. Quarts. \$23.00 \$31.00

BUCHANAN'S WHISKY. “BLACK & WHITE” HOUSE OF COMMONS

This splendid and well-known Whisky has one of the largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO. [a1398]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPMENTS TO CHINA FOR 75 YEARS.

Their Brandy are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT, \$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

C.P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall

LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR— D.O.M., \$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a1401]

VERY OLD SCOTCH OLD VATTED WHISKY.

EXTRA SPECIAL FINEST LIQUEUR

WHISKY.

THESE BLENDS ARE COMPOSED ENTIRELY OF THE

FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTIL-
LERIES, THOROUGHLY MATURED IN SHERRY CASKS IN

BOND, AND ARE UNRIVALLED IN DELICACY OF FLAVOUR

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 26th June, 1901. [a1402]

PHOTOGRAPHIC

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a1403]

AERATED WATERS.

WATKINS'

CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

1st June, 1901. [a1404]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899. [a1405]

PILSENER BEER

LONG BOTTLE

Per Case. 4 Doz. Quarts. 6 Doz. Pints. \$13.00 \$13.00

MÜNCHENER BEER

14.00 14.00

Apply to

G. GIRAULT.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

FIGARO SALON, 1901. PANORAMA SALON, 1901.

BRITANNIA'S BULWARKS (PARTS 1 & 2 READY) 35 c.

PICTURES OF THE YEAR, 1901 70

WORK BY ZOLA 22.25

THE YOUNG TRADERS, BY BALLANTYNE 35

THE WHITE COMPANY, BY CONAN DOYLE 35

SADDLE AND SABRE, BY HAWLEY SMART 35

SCOTT'S SHAM Catalogue, 1901 35 c.

VILLA RUBEN, BY SINJOLIN 35 c.

EDWARD BLAKE, BY SHEDDEN 35 c.

EDWARD BLAKE, BY SHEDDEN 1.50

DAY OF DOUBT, BY MEADOWS 1.50

FACTION OF THE KING, BY BOOTHBY 1.50

THE SILVER SKULL, BY CROCKETT 1.50

LOVE LETTERS OF AN ENGLISHWOMAN 1.50

BROUGHT TO BUY, BY SAVAGE 1.50

DR. OGILVIE'S NEW ENGLISH DICTIONARY 1.25

KODAK FILMS, 5 by 4 in. 23 & 25, Queen's Road, Hongkong. [a137]

BLOTTING PAPER, VERY THICK.

MATHEMATICAL INSTRUMENTS.

WINSOR AND NEWTON'S OIL AND

WATER-COLOURS.

TENNIS GOODS, LARGE VARIETY.

CHESS, DRAUGHTS, DOMINOES,

PLAYING CARDS, BOZIQUE

BUDGE, PATIENCE, &c.

Egyptian CIGARETTES, WILLS'

TOBACCO AND CIGARETTES.

LAMBERT AND BUTLER'S LOG CABIN

TOBACCO.

23 & 25, Queen's Road, Hongkong. [a137]

ENTERTAINMENT.

HONGKONG VOLUNTEER CORPS.

NOTICE

BY kind permission of Lieutenant-Colonel

ST. J. W. CARRINGTON, C.M.G.,

Commandant Hongkong Volunteer Corps.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Case
	1 doz. Qu. 2	2 doz. Qu.
ST. ESTEPHE	8 6.96	8 7.56
ST. JULIEN	9.00	9.6
LA ROSE	12.96	13.92
CHATEAU HAUT BRION		
LARRIVET	18.60	19.20
CHATEAU MOUTON D'AR-		
MAILHACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	
CHATEAU LA TOUR CAR-		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

BIRTH.

On the 23rd June, at Singapore, the wife of E. P. Kellaher, of a daughter.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd July, 1901

It is, we imagine, with feelings of no little satisfaction that Hongkong residents generally have within the past twenty-four hours seen laid before them a Petition addressed to the Secretary of State for the Colonies, praying for an independent enquiry into the sanitary condition of this Colony and the measures to be adopted to improve the existing state of affairs. This Petition now awaits the signature of all who wish to support it; and the various places in the Colony where it can be seen and where signatures will be received are specified elsewhere. When its terms become known, we feel sure that there will be no reluctance on the part of those interested in the welfare of this Colony to subscribe their names. In the first place it must be clearly understood that there is no violent attack on the Government of Hongkong, past or present. An indictment, and a strong one, of Government methods of looking after the health of the place, it certainly is. But it is a temperately worded document, relying for its force mainly on the citation of the reports of sanitary and medical experts from 1878 onwards. These extracts form as it were the backbone of the Petition, and it is for this reason, we suppose, that they were not relegated to an Appendix. The Committee who drew up the appeal no doubt recollect the report of a former Governor of Hongkong who, having his attention drawn to the fact that a certain document contained references to an appendix which had somehow been omitted, remarked that it didn't matter—no one read appendices.

The Petition, as drawn up by the Committee and now presented to the public, commences with a short summary of the state of the Colony and a declaration of the necessity, if its future welfare is to be assured, that the public health must be protected. It is then pointed out that hitherto the colonists have had no effective voice in municipal and sanitary matters, and that the present insanitary condition of Hongkong cannot be laid at the door of the Sanitary Board, which has no power to carry out its own recommendations, but must be attributed to the Colonial Govern-

ment itself. Then follows a series of extracts from the reports of Dr. Ayres, Colonial Surgeon, in 1873, when he spoke of the probability of "an epidemic of unenviable renown"; the report of Mr. Osgood Chadwick, special Sanitary Commissioner, in 1882, the highly important recommendations of whom were almost entirely ignored, though he did not hesitate to say if they were not adopted their necessity might be "demonstrated by the irresistible logic of a severe epidemic"; and the report of Dr. Francis Clark, Medical Officer of Health, in the present year—a report which we have but recently considered. In reference particularly to the report of Mr. Chadwick, whose appointment in 1881 was obtained from England at a considerable expense to the Colony, the Petition goes into the most important of his suggestions and shows how they have been neglected, for the most part as completely as if they had never been made. Next Mr. Cooper's Separate Sewerage System is dealt with, and it is shown that it is still without the safeguards which Mr. Chadwick thought necessary. Extracts follow from Dr. Ayres's report in 1882, the late Colonial Surgeon's report in 1883 (wherein he speaks of "the filthy state of things existing in the City"); the report of the Commission appointed in 1897 to enquire into the existence of insanitary properties in Hongkong; and Dr. Clark's recent remarks at the Sanitary Board on the reckless sale of Crown Lands in Victoria and on surface-crowding. The neglect is then touched on of the Sanitary Board's recommendations as to latrines, in 1896-99, as to a cattle-crematorium, in 1898; the height of buildings in 1898; the lime-washing of villages, in 1900. As a climax, the state of affairs as to Plague is dealt with, effective use being made of the report of Dr. J. A. Lowson on the terrible epidemic of 1894. Dr. Lowson then wrote, it is pointed out, that he was convinced that an epidemic of plague here could be tackled and got under rapidly if men in sufficient numbers could be got to do the work. In the present year there have been one Medical Officer on duty at Kennedytown Hospital, living a mile away and with prison and police duty also to attend to, and one Medical Officer of Health, assisted by one Sanitary Surveyor and twenty Inspectors of Nuisances, not specially trained. This is the staff which looks after the health of 280,000 persons, of the mixed character which we have here.

After quoting the letter of the Chamber of Commerce on the 7th ult. and the Government's reply on the 13th, the Petition sums up the situation, and concludes by praying the Secretary of State for the Colonies:

1. To appoint a Commission consisting of a person or persons wholly unconnected with the Colony to proceed forthwith to Hongkong to investigate and report (a) on the Sanitary condition of the Colony;
- (b) on the measures to be adopted for the improvement of the City of Victoria and of the Colony as it at present exists;
2. That he will be pleased to attach to the said Commission some independent Sanitary Expert to advise;
3. That after receiving and considering the Report of such Commission, he will give directions for the recommendations of that Commission to be forthwith carried into effect.

This Petition deserves the support of the whole public of this Colony. The state of affairs recorded therein is intolerable, and if Hongkong is to continue as a prosperous Colony this state must be ended. It has become evident that the local Government, though through no want of desire, is unable to cope with the situation, which has simply got beyond it. For this reason we now appeal to higher authority and for independent assistance. We do not see how the appeal can be disregarded.

The tramway spoken of in the proposed Bill, as printed in extenso in the *Government Gazette* of June 29th, and reproduced in part in our issue of yesterday, is split up into seven sections. Section 1 begins out at Kennedy Town, with a short single line about three furlongs in length, at a point east of the intersection of Chater Street and Smithfield. Section 2, a double, line nearly four and a half miles in length, extends from Kennedy Town through the densest parts of Victoria—Saiyengpun, the City Central, and Wan Chai—out to the Causeway Road. Sections 3 and 4, are single lines, connecting the main double line with the Praya East, thereby tapping the heavy traffic of that busy quarter. Section 5 is a double line, almost half-a-mile long, going from Morrison Hill Road to the Race Course, to within fifty feet of the harbour end of the Grand Stand. The foregoing five sections being within the limits of the city, are to be constructed, laid down, and maintained, as nearly as practicable, in the middle of the roadway: they are also to be watered, to allay dust, to the satisfaction of the Director of Public Works. Section 6, a single line,

just over two and a half miles long, continues the termination of Section 2 in Causeway Road, and proceeds past North Point Battery, to within two hundred yards of No. 5 Bridge. Section 7, a single line, with passing places, is above a mile and a quarter in length, and carries the line along the new road now being constructed in front of the Quarry Bay Dock Works, right on into Shaukiwan. The total length to be laid is just over nine and a quarter miles. When finished, it will undoubtedly be a great and convenient addition to our present limited means of locomotion. The plans, four in number, and all dated April 9th of this year, have been already deposited, by the Company, in the office of the Director of Public Works. The gauge is not to be less than three feet six inches: it may be greater. The rails are to be steel, and so laid as not to project above the level of the road way. The cars, trucks and other rolling-stock must not exceed four feet six inches in extreme width, and must be fitted with flanged wheels. The construction of such a line, in its initial stages, implies more or less frequent interruption of traffic, alteration in position of gas and water-main, temporary interference with or displacement of sewers, drains, water-courses and subways, of tubes, wires, standards, poles, and other apparatus for telegraphic, telephonic, electric-lighting, and other kindred purposes; hence many of the provisions of the proposed Bill are specially designed to protect the existing interests of government departments, public companies and private persons. Any difference that may crop up, owing to the clashings of this Company's interests with already acquired privileges, is to be settled by a special case in the local Supreme Court, unless it is provided for in the Ordinance for which this Company will apply. No portion of the line can be opened for public use till certified fit to be so by the Director of Public Works, or by some other duly appointed official, as well as by special notification in the *Government Gazette*. The whole of the line authorised, unless a prolongation of time has been specifically granted by the Governor in Council, is to be completed and thrown open for public traffic within three years from the commencement of the Ordinance; and within one year of this particular date the construction must be substantially begun. At the end of fifty years from the date of the Ordinance, the Government has the option, under certain easy conditions, of acquiring by purchase, at a fair marketable value, the entire undertaking—lands, buildings, works, materials and plant, with all privileges. The motive power is to be electricity, conveyed by a bare overhead wire, and by the tram-rails. The speed, on sections 1 to 5 inclusive, i.e. between Kennedytown and Causeway Bay, is not to exceed ten miles per hour: the Governor in Council, may, however, if he sees fit, authorise a maximum speed of twelve miles per hour on this part of the line. On sections 6 and 7, Causeway Bay to Shaukiwan, a speed of fifteen miles an hour is allowed: going through movable facing-points, at crossings and passing places, speed is to be reduced to four miles per hour. Subject to the assent of the Governor in Council, the Company has power to sell, lease, or mortgage the whole or part of its property and acquired rights. Postmen and policemen, on duty and in uniform, are to travel free of cost. The tramway may be used to carry passengers, animals, goods, merchandise, commodities, minerals, and parcels, at fixed tariff prices. Special cars are to be provided for Chinese third class passengers. In consideration of the numerous rights, powers and authorities to be conferred by Government, the Company, for the first thirty-five years of its existence, flaying from the day of opening to traffic, is to pay to the local Treasury a royalty of 5 per cent. per annum of its annual gross profits: after that period, they shall pay an increased royalty of 25 per cent. of their annual profits each year, as long as they exist as a Company. The fares to be charged are most reasonable. Taking the General Post Office as the central point, the city portion of the line will stretch westwards to Kennedytown, and eastwards to Causeway Bay. The fares on each of these two sections, for either part or whole journey, are 15 cents for 1st class, 10 cents for 2nd class, and 5 cents for 3rd class passengers. Over the Shaukiwan part of the line, i.e., east of Causeway Bay, the fares are 20 cents, 15 cents and 5 cents respectively. Further, before 7 a.m. and after 5.30 p.m., at least two cars each way, morning and evening, shall be run daily, at reduced fares, not exceeding 3 cents per journey passenger, for the special convenience of artisans, mechanics, and the coolie class generally. The Company is to deposit \$10,000 with the Government as a guarantee of good faith. Such, in brief, is the outline of the Bill which this Electric Tram Company intends to bring before the Legislative Council at no very distant date. If it passes, and there seems no possible reason to suppose that it will be thwarted in any way, it will assuredly revolutionise the traffic and appearance of the lower levels. There can be little reason

able doubt, too, that the scheme will materially help to cut the Gordian knot of cheaper artisan tenements, as well as the equally serious one of overcrowding, in as much as it will enable the suburbs, where land is cheaper and rents lower, to be got at expeditiously and cheaply. On these grounds alone it appears worthy of support.

The French propose to have a commemorative medal for the China expedition.

The 4th Gurkha Rifles are under orders to leave Shanghai for the north at an early date.

The Shanghai Mercury Co., Ltd., at its annual meeting last week announced a dividend of 10 per cent. for the whole year.

The P. & O. steamer *Bengal*, with the next English mail left Singapore on the 29th ult. at 4 p.m., and is expected here on the 4th inst. at about 4 p.m.

The local branch of the China Association intends, if the time can be found before Admiral Seymour's departure for home, to entertain him at a luncheon in his honour.

Mr. Harry B. Wilson, an assistant in the firm of Messrs. Guthrie and Co., and a member of the Siamese Consular Staff at Singapore, was drowned whilst bathing in the sea off Tanjong Katong on the evening of the 23rd ult.

Messrs. Jardine, Matheson and Co., Hunt and Co., Ballyer and Co., Bernard and Co., and J. M. Brandenstein and Co., have written to the President of the Japan Tea Guild, contradicting a report that they favoured the formation of a Tea Trust.

It is stated that the Ministers of Peking have sent an emphatic note to the Peace Commissioners demanding the immediate suppression of the Lien-chuang (Anti-Missionary Society) which has been lately very active throughout the province of Chihli. The organisation must be suppressed within a certain limited time, which is clearly specified in the Note.

Last November, for the first time in the history of the new German Colony, two French men-of-war visited Kiaochow, and this was followed recently by a visit from the *Surprise*. Her officers were freely feted by the authorities of the Colony. Now orders have been received by the German cruiser *Irene*, under orders for home, to go to Amoy to Saigon, and thence home.

A Shanghai native paper states that owing to the great number of so-called Roman Catholics in Peking guilty of crimes, the Bishop has agreed with the local officials that, with the exception of crimes for which the punishment is death, the local officials may proceed at once to the trial and settlement of all cases, without reference to their connection with the church. In the class of cases excepted there must first be an agreement between the officials and the church dignitaries.

In these days of keen competition we find the Chinese are gradually entering the field in all branches of trade. Messrs. Dang Chee, Son & Co., of D'Aguilar Street and New South Wales, announce that they have opened a branch here to handle their colonial business.

H. M. S. *Hermione*, homeward bound, had a splendid send off yesterday morning from the men-of-war in the harbour, especially from the *Centurion*. We are informed that the crew will be transhipped at Malta, and the *Hermione* will be refitted there for another term on the China Station.

At the V.R.C. Kowloon, last night a water polo match took place between teams representing the Garrison and Field Battery, H.K.V.C. The Garrison team was the smarter, but lacked the combination of the Volunteers, who won by five goals to two. There was a large attendance of spectators.

At the Supreme Court yesterday, before His Honour A. G. Wise, Acting Chief Justice, Messrs. Bunker & Co., merchants, Queen's Road, sued Hu Wan Po and others for the sum of \$3,955.56, the balance due on goods sold and delivered. The action was undefended. His Lordship entered judgment for the plaintiffs, with costs.

The *Echo de Chine* in a leading article last week wrote:—There can be no question that we shall have before long to bring back our troops who are leaving China unopposed, since they are leaving her unpunished. At Tientsin there was a day or two ago a celebration (?) of the anniversary of the siege of that city. We should not be at all surprised even to see this site repeated next year, but with a change of scenery, the Boxers holding their meeting over the ruins of Gordon Hall, under the presidency of General Tung Fuh-siang, in place of General Wogack.

The Tientsin correspondent of the *N.C. Daily News* telegraphed on the 25th June:—The banquet and *etc.* last evening in commemoration of the anniversary of the relief of Tientsin were a brilliant success. Mr. A. Zimmermann, the German Consul (who has replaced General Wogack on the Provisional Government), presided, and made special reference to the gallant services of General Wogack, Captains Bayly and Burke, Jim Watts, and the volunteers. The fireworks included a set piece which represented a mimic bombardment of Gordon Hall. General Wogack telegraphed his congratulations.

Early on the morning of the 23rd ult. a fire was announced in the Yangtzeopoo district, Shanghai, and was found to have broken out in a shed on the premises of the Ewo Cotton Mill. Some 170 piculs of waste cotton were in the building at the time. The flames caused one of the automatic sprinklers, with which the mill is well supplied, to commence playing water into the room. The cotton waste was damaged by fire and water, and the building to which the fire was confined was totally destroyed. The damage is estimated at about \$1,000 to \$1,500, and the companies concerned are the Eastern and China Fire.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 1st July, 8.16 p.m.

ANOTHER ABORTIVE SUICIDE.

A telegram from Hsiafu to-day states that Ching Sing's attempted suicide was abortive.

TAIYUANFU THREATENED.

Father Barnabas, Vicar-General at Taiyuanfu, writes on the 10th June, urging that a German force should come and protect Taiyuanfu against General Tung Fuh-siang.

GENERAL NEWS.

LONDON, 29th June, 6.50 p.m.

THE RUSSIAN MINISTER AT PEKING.

It is reported that M. de Giers has been appointed to Munich, and that M. Lessar, of Russo-Afghan frontier fame, is his probable successor at Peking. The *Daily Chronicle* describes M. Lessar as a warm admirer of England.

THE GERMAN BANK FAILURE.

The failure of the Leipziger Bank has caused the greatest excitement throughout Saxony. The managing directors have been arrested.

REUTER'S SERVICE.

LONDON, 29th June.

DECORATION FOR NAVAL NON-COMMISSIONED OFFICERS.

King Edward has approved of the institution of a decoration to be called the Conspicuous Service Cross, for Naval Non-Commissioned Officers performing distinguished services before the enemy.

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 10 fresh plague cases (8 Chinese, one other Asiatic, and one European) and 8 deaths (Chinese). Last week's figures were—62 cases and 61 deaths, as against the previous week's 155 cases and 152 deaths.

Miss Calcutt, the latest European patient, is doing well, and her temperature yesterday morning had gone down to normal.

Mrs. A. M. dos Remedios, a Portuguese, of No. 12, Belilos Terrace, has been admitted into the Kinnedeytown Hospital.

A Malay, by the name of Mahomed Juan, of 29, Irving Street, Jardine's Bazaar, has also been admitted as a patient.

A Chilean sailor named Hooto Malie has been discharged.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

A DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

1st July.

Sir,—As I appear to have accomplished my purpose and drawn public attention to the above subject, nothing remains for me to do except to thank Mr. Ross for affording me the information I required about the traffic regulations on the road in question.—Yours, etc.,

PATERFAMILIAS.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 1st July.

THE IMPROVEMENT OF MACAO.

In remarking on the recent sanitary improvement, which have been made in the city of Macao, in the notes published in the *Daily Press* of the 19th ult., reference was made particularly to the district of Yau-long and the vicinity of San Lazarro. It is pleasing to be able to follow so soon after with the news of another forward step in the movement in regard to the city improvement scheme. In the very heart of Chinatown, that is near where the bazaar is situated, lie the ruins of the old market-place, burnt down not many years ago.

Whether through neglect, or through insufficiency of public funds, or through both, the fact remains that since the memorable fire nothing has been done to remove a standing danger to public health and a rebuke to civilisation—as the preamble of the expropriation proclamation rather forcibly puts it—constituted by these ruins and their insalubrious environment. Thanks to the regenerating influence of a progressive administrator and to the well-directed energies of the public works officials, the resumption of this district, popularly denominated the old bazaar of San Domingo, has at last been decided upon. Steps are being taken to carry it into effect. The proclamation of the Governor in Council, under the authority of which the expropriation is to be enforced, is published in the *Boletim Oficial* of the 8th June.

A NEW OBSERVATORY.

Another item of news connected with public works is the approval of an expenditure of fifteen hundred dollars for the fitting up of the house adjoining the church in Penha for the purposes of a meteorological observatory. To what extent Government here act upon the suggestions of the Local Senate in public matters will be more readily appreciated when it is explained that the promising improvement in the meteorological service is the outcome of one of a series of recommendations embodied in the report drawn up by the Senate and presented to the Colonial National Congress in Lisbon. The report is dated the 15th February, 1901. The recommendations of the Senate in regard to this observatory are to the following effect:—

In Macao, where typhoons are frequent, a meteorological station is of much utility for the furnishing of weather forecasts to the seafaring community. One already exists here under the direction of the Harbour Master. Notwithstanding that, as a rule, the harbour masters of Macao have devoted much attention to this branch of their work, it must be conceded that these officers have neither the necessary permanence in their office nor yet time enough to devote seriously to meteorological studies. It is much to be desired that a meteorological observatory may be established in the hermitage of Penha, like those in Manila and Shanghai, equipped with like appliances and provided with an equally capable personnel. The observatories referred to are under the direction of members of the religious order of Society of Jesus, and have rendered great and important services in the cause of commerce and navigation. In Macao it will be easy to organise a similar observatory, relying upon members of the same religious order—the professors of the Seminario Diocesano—for its direction. In a short time, and with very little money, we shall be possessed of an observatory on all fours with those of Manila and Shanghai, with an efficient staff who will devote themselves exclusively to meteorological science and who will be in constant touch with the two celebrated observatories above-mentioned, thus supplying a want that is felt in South China. Such an observatory will bring prestige and fame to the colony of Macao.

The Hongkong Observatory, under the skilled control of Dr. Doberck and his hard-worked staff, of so little consequence as to be so little thought of by the Portuguese senators, or has it, by inadvertence, escaped mention in the senators' report? Surely no reflection could have been intended on the Kowloon Observatory when it was stated that when Macao is furnished with a proper observation station the want of such an establishment in South China will have been supplied. The labours and researches, recorded in the voluminous publications issued from the office of the Government printers of Hongkong, of the English Observatory in this part of the world have received too many encomiums from the scientific press and societies of Europe to need to be further extolled in the columns of local journals.

AN INTERESTING SITE.

The site where the contemplated observatory is to be equipped—Penha—derives its name from the Ermita de Nossa Senhora da Penha de Franca. This hermitage was erected on the western hill (the hill of "Lila") by the Augustinian friars in 1822. Two years later the chapel was enlarged by subscription raised amongst the devotees. Inscrubbed on a corner-stone, which can be seen in the church to-day, is the legend that it was re-erected in 1837. Such was the devotion of sea-farers to the Blessed Lady, to whom the church was dedicated, that it was the wont of Portuguese ships entering port to salute the hermitage with a few guns. Nor is this manifestation without its meaning; for in the palmy days of Portuguese shipping, trading in these waters the frail crafts employed by them were not infrequently overtaken "in their long and solitary way" by the storms and seas that waged their "unmitigable war," and it was at such times of distress that these wayfarers on the ocean made their vows to Nossa Senhora da Penha to save them from death or disaster. In fulfilment, therefore, of their promises, when they had escaped, the devotees would repair to Penha and by prayer and donations offer their thanksgivings. The feast of Nossa Senhora da Penha is still kept up every year. On the last occasion, on the 15th May, a brilliant illumination of the whole facade of the church with hundreds of Japanese

lanterns and the lighting up of the hill approach to the church by means of bonfires and the letting off of fireworks in the evening, marked the joyous festival of the patroness of the sea-faring people. The establishment of the observatory in Penha, associated as it is for many generations passed with the devotion of the shipping community, should augur well for a long career of usefulness.

AN UNCLAIMED AMERICAN.

In the month of April last, the newspaper of Hongkong recorded the death of a supposed American citizen by the name of Ralph Kirk who, it was surmised, met his end by drowning. The body of the deceased was found on the beach in Arca Preta, on the 6th April last. The unfortunate man was an utter stranger in the colony. A notification has been issued by the judicial authorities calling upon the heirs, creditors and others interested in the deceased to lay their claims for the property found on the person of Kirk. It consists of certain trinkets and other articles of jewellery of but little value.

NEW HARBOUR MASTER.

Capt. Albano Alves Branco, having arrived in the colony, has assumed the duties of harbour master, vice Captain Talone, deceased.

POLICE COURT.

Monday, 1st July.

BEFORE MR. HAZELAND.

INQUIRY INTO THE FIRE ON THE U.S.S. "ARTHUSA."

The enquiry into the cause of the fire in the shaft-tunnel of the U.S.S. *Arthusa*, tender to the United States Navy, in which ten men lost their lives was held yesterday at 2.30.

The first witness called was Dr. Bell, Acting Principal Civil Surgeon of the Colony.

Dr. Bell deposed to the fact of having examined some of the victims of the fire, and having admitted others injured in the Civil Government Hospital, who had since died from the effects of the injuries received.

The next witness was Police Sergeant Gordon No. 33, who stated that he heard of the fire having broken out aboard the U.S.S. *Arthusa* at 9.45 p.m. on the 25th ult., and went at once to the scene of disaster. There he found several injured and two dead men. The dead he had conveyed to the Government Mortuary. Those of the injured who had not been taken away by their friends were attended by Dr. Buchanan of the steamer *Australia*, and he (the Sergeant) had them taken to the Government Civil Hospital. On the 25th ult., he found the dead body of Chan Yuen Sin, aged 20, at No. 34, Buryard Street, which was taken to the mortuary, the same day he found one Chan Cheng, aged 18, at No. 3, Hill Street, badly burned, and sent him to the hospital. He also found the dead bodies of Fung Poi, aged 20, and Chan Hung, aged 26 at Nos. 6 and 5, respectively, Hill Street. On the 27th ult., he found Cheung Foo and Kwai Fung, aged 20, and Chan Hung, aged 26 at the Bay View Hotel.

Complainant stated that as he was carrying wine to other guests, defendant stopped him, and tried to take some of it, and when he (complainant) resisted, defendant struck him with a full sarsaparilla bottle. The bottle burst, and the complainant was cut over the eye, and on the left leg and foot. Defendant then pressed him down on the ground and kicked him.

Another servant employed at the same place corroborated complainant's statement.

P. S. Quinn, No. 47, testified to having seen defendant holding complainant by the throat.

Defendant apparently had had some drink, but was not intoxicated.

Defendant stated that he was at the Bay View Hotel on Saturday night. He was crossing the road with a stick under his arms. The end of the stick must have accidentally touched complainant, who turned round and struck him. Thereupon defendant went after him, found him in the upper bar, and struck him in return. During the struggle a bottle of sarsaparilla burst. Probably it had been aimed at him (defendant), but missed him. His Worship in summing up told accused that he had no business to strike the servant. If the man had struck him, he ought to have given him in charge. He would have to pay a fine of \$5 or go to prison for fourteen days.

A DOUBTFUL CHARGE.

Two Chinese were charged by an Indian with robbing him of one dollar in ten-cent pieces while lying asleep on the Praya Reclamation.

As the money found on defendants consisted of \$1.10 in ten, twenty and five-cent pieces, his

Worship said that if complainant's story of what money he had had in his possession was true, the money found on defendants could not be his. Defendants were accordingly discharged.

BEFORE MR. KEMP.

IN POSSESSION OF A SMALL ARSENAL.

A Chinese was prosecuted by Police Sergeant Burchill with being in unlawful possession of four swords, four old rifles and eight horse pistols. The weapons were ancient ones, of Chinese make. The possessor was given the option of paying a \$15 fine or doing fourteen days' hard labour. The weapons were confiscated.

Mr. H. S. Wynne, shipwright at the Kowloon Docks, said:—

On the 25th ult., at 8.30 p.m., I was informed that there was a fire aboard the U.S. water-tender *Arthusa*. I immediately went to the scene of the fire and discovered that there were men in the shaft tunnel. I at once went down accompanied by the first assistant engineer. We came upon the body of a man, partly burned but still alive. I and the engineers took him up on deck. We then went below again and found two dead bodies which we also took up on deck. I was then asked to go down again and try to discover anything which might point to the origin of the fire, but I could find nothing.

His Worship: You have heard the suggestion about the copal varnish?

Mr. Wynne: Yes, sir, but I did not see any. I heard afterwards that everything had been taken on deck.

His Worship: Did you hear of the statement made by one of the coolies, that a candle was dropped through a crevice into the hollow space between the deck of the shaft-tunnel and the ship's body?

Mr. Wynne: Yes, sir.

His Worship: You have heard the suggestion about the copal varnish?

Mr. Wynne: Yes, sir, but I did not see any.

I heard afterwards that everything had been taken on deck.

His Worship: Did you hear of the statement made by one of the coolies, that a candle was dropped through a crevice into the hollow space between the deck of the shaft-tunnel and the ship's body?

Mr. Wynne: Yes, sir.

His Worship: You have heard the suggestion about the copal varnish?

Mr. Wynne: Yes, sir, but I did not see any.

I heard afterwards that everything had been taken on deck.

His Worship: Did the explosion take place as soon as the candle dropped?

Chan Yau—Yes, at once.

At this point the master of the *Arthusa* stated that though he could understand with the coolies' statement as to what caused the fire, he did not think it feasible there having been an explosion. Even if there was a certain amount of oil and grease in the hollow space, a candle dropped down would not cause an explosion. The statement that such took place would point to the presence of gas beneath the shaft-tunnel deck, and how gas could remain when there was a crevice through

which a candle could drop was inexplicable; as everyone knew gas expands and would escape through such a crevice. On the other hand the theory that the dropping of a candle down the crevice caused the fire was a very probable one, far more so, than the theory that the candle falling caused the configuration.
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 NORTHERN NOTES. | The following items are from the *P. & T.* Times of the 22nd June:— | The following items are from the *P. & T.* Times of the 22nd June:— | The following items are from the *P. & T.* Times of the 22nd June:— | The following items are from the *P. & T.* Times of the 22nd June:— |

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NEW ADVERTISEMENTS

DANG CHEE, SON & CO.,
IMPORT and EXPORT MERCHANTS,
6, D'AGUILAR STREET.

BRANCH—N.S.W., AUSTRALIA.
Hongkong, 2nd July, 1901. [164]

WANTED.

FROM OCTOBER next for 9 months, or a year, a FURNISHED HOUSE in KOWLOON.
Apply, stating particulars, to "K."
Care of Daily Press Office.
Hongkong, 2nd July, 1901. [1659]

NOTICE OF REMOVAL.

WE have this Day Temporarily Moved our Office from No. 4, Queen's Road Central to No. 1, DUDDELL STREET, underneath Messrs. WENDT & CO.
J. M. STEVENS & CO.
Hongkong, 1st July, 1901. [1659]

NOTICE.

THE GREEN FOOTBALL SHIRTS sent to Mr. ROSS for the Scotch Team in the Match Scotland v. The World at the close of last season not having been returned, any player in possession of the same is requested to return them to the Officer Commanding E Company, R.W.F., Murray Barracks.
Hongkong, 2nd July, 1901. [1658]

TO LET.

WITH BOARD, BEDROOM and PRIVATE BATH in exceptionally cool, well-appointed house. Location First Class. Suitable for Married Couple or Bachelor.
SOLANO,
Care of Daily Press Office.
Hongkong, 2nd July, 1901. [1663]

PRELIMINARY NOTICE.

DURING the course of the next month (July), a Public Auction will be held at Tientsin of a large number of Animals hitherto employed by the German Expeditionary Force in North China, comprising:

AUSTRALIAN AND AMERICAN SADDLE and DRAUGHT HORSES, BIG AMERICAN MULES, CHINESE MULES, and CHINESE PONIES.

Intending buyers are specially requested to communicate with the Undersigned (care of Club Concordia, Tientsin), who has been appointed Selling Agent.

A fair amount of SADDLERY will probably also be put up for sale at the same time.

Further details will follow.

YON CALATIN,
Tientsin, 26th June, 1901. [1661]

NOTICE.

THE attention of the community is drawn to the fact that SIGNATURE SHEETS, to be attached to a Petition to the Right Honourable the Secretary of State for the Colonies, asking for the Appointment of a Commission to Inquire into the Sanitary Condition of Hongkong, etc., are open for Signature at the following places:

Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. Brewster & Co.
Messrs. Childs, Macgregor & Co.
The Robinson Piano Company, Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
H. Ruttonjee, Kowloon Store.

Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [1662]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAILOONG," will be despatched for the above ports TO-MORROW, the 3rd inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPEAIK & CO., General Managers.
Hongkong, 2nd July, 1901. [1663]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"DEUCALION" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 8th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st July, 1901. [165]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"ACILLA," Captain von Döhren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1901. [1656]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship
"ACILLA," Captain von Döhren, will be despatched for the above ports TO-MORROW, the 3rd inst., at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 1st July, 1901. [1655]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Steamship Steamship
"HAITAN," Captain Ranch, will be despatched for the above ports on THURSDAY, the 4th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPEAIK & CO., General Managers.
Hongkong, 2nd July, 1901. [1665]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship
"PERLA," Captain G. T. Blaxland, will be despatched as above on MONDAY, the 8th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO., General Managers.
Hongkong, 1st July, 1901. [1657]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE ADRIATIC PORTS)

THE Company's Steamship
"MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to
SANDER, WIELER & CO., Agents.

Hongkong, 1st July, 1901.

NOTICE.

Intending buyers are specially requested to communicate with the Undersigned (care of Club Concordia, Tientsin), who has been appointed Selling Agent.

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Copies of the Petition may also be seen at the above.

Hongkong, 2nd July, 1901. [1662]

A LECTURE

BY ALEXANDER MICHEL.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED—15 to 25 per cent. Discount Allowed.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1900. [155]

ON SALE.

THE POLITICAL OBSTACLES

TO MISSIONARY SUCCESS IN CHINA.

THE HONGKONG DAILY PRESS.

A LECTURE

BY ALEXANDER MICHEL.

PRICE 25 CENTS CASH

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A LECTURE

BY ALEXANDER MICHEL.

HONGKONG
BUSINESS DIRECTORY
BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor: 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
13, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHIE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

THE ORGANISATION OF THE
WAR OFFICE.

[FROM A MILITARY CORRESPONDENT.]

The question of the re-organisation of the War Office, that hasty military annual that flowers with every fresh Parliament and every new War Minister, is to be left in abeyance for the present in order that the new Commander-in-Chief may be allowed a voice in the matter, a voice that at present would have less weight than later, owing to Lord Robert's want of experience of Pall Mall. This is as it should be, for the subject is an extremely difficult one, and not to be settled off-hand by a youthful legislator or military amateur.

TWO SEPARATE QUESTIONS.

It is a question dependent for its right solution upon an intimate knowledge, not only of our military system—a knowledge possessed by few soldiers, and still fewer civilians—but of the British Constitution, with which it is and must be closely involved. No one who has not had some actual experience of the working of the various departments in Pall Mall is qualified to give a decision upon the matter, and until the new Commander-in-Chief has become familiar with his surroundings it is as well that any decided change should be postponed. The War Office is about the best-arranged Government office in England, but it has its good points, and these should not be altered.

There are two separate questions connected with our army which are too often confused even by those who pose as authorities, namely, army organisation, and War Office organisation—questions that have not necessarily any connection. We may have an excellent army system but a bad War Office, or vice versa, we may have a good War Office system but a badly-organised army. In regard to each, we have to do with a set of circumstances not paralleled in any other country. The army system has to be formed on a basis of voluntary enlistment, and large standing garrisons outside these shores; the War Office has to fall in with a rigid Parliamentary control and a constitutional form of government.

A SUGGESTION.

To get the War Office out of its present mass

is one thing, to establish a perfect organisation is another, and, while one is easy enough, the other is so difficult that it will probably never

reach accomplishment. Probably some such

system as the following would best fit in with

the constitution of the country on the one hand

and the needs of the Army on the other. Over

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O. EMAN AND FRANCE.

Take Germany, for instance. Here we find a

head of the State who is far more than the head

of the army in name only, an actual commander-

in-chief who, although he cannot devote his

time exclusively to military matters, makes

them his first pre-occupation, and who that

knows the present Emperor can doubt that

did the occasion arise he would emulate the

deeds of his grandfather, and lead his armies

in person in the field? He has beneath him a

War Minister, who is invariably a distinguished

soldier, and thus the army is really

controlled by soldiers who actually direct and

are responsible for its military policy. Turn

to France, under a totally different form of

government. Here the head of the State, as

a rule, is a civilian (although Marshal Mac-

Mahon was an exception), and only the nominal

head of the army. There is also a War

Minister and a Commander-in-Chief, and both

almost invariably, are distinguished soldiers.

In the last thirty years there have not, we

think, been more than two civilian Ministers of War, although it is fair to add that one

was one of the best Ministers of War France

has had. As a rule, however, France, like

Germany, allows her army to be controlled,

certainly as to organisation, discipline, and

training, by soldiers, not civilians, and this

is the case with every Continental Power.

THE EUROPEAN SYSTEM.

In every War Office the military side is

similarly organised. There is over all the

Commander-in-Chief. Under him are a number

of departments—the Adjutant-General's

dealing with drill, discipline, and training; the

Quartermaster-General's, dealing with barracks,

movements, food, transport, supply, &c.; the

Artillery or Ordnance, dealing with guns and

munitions of war; the Engineer department,

dealing with fortifications and engineering;

and, finally, a department variously named,

dealing with intelligence and the preparation

of plans of campaign. The financial branch is

generally separate from the military side. This

organisation holds, with slight modifications

of detail, in every Continental War Office; until

quite recently it held with us, although we have

never given it to the Intelligence Department the

importance it assumes under the name of the

General Staff, in Germany and elsewhere. But

in 1895 our system, which—as regards the

military side of the War Office—had hitherto

approximated to this system of all other War

Offices in which the Commander-in-Chief is

supreme—was changed, and the Commander-in-

Chief himself became merely a head of a

department, and not even of the most important

department.

THE COMMANDER-IN-CHIEF.

This is undoubtedly wrong from whatever

point of view it is regarded. An army is

essentially an affair of discipline and subordi-

nation, in which one man must command,

however advisable it may be for him to delegate

authority to his subordinates and to consult them on the details of their respective departments.

And a War Office—the head and front,

the heart and brain, of an army—must have

one man at its head as its representative man,

and that man must be a soldier. It is not

necessary to centralise everything in that man

he must and will trust his subordinates. If he

does not, it is either his fault or that of his

subordinates, and the difficulty can be set right

by removing one or the other. But to take

from the Commander-in-Chief his attributes of

command and set up in his place a civilian War

Minister does not lessen the evil of centralisa-

tion, as has been argued, but it transfers it, and

transfers it from a trained and experienced

soldier, whose one profession is that of arms,

to a civilian who, however able, who has been selected

for his political importance, and who, in nine

cases out of ten, has had absolutely no military

education or experience. A civilian Secretary

of State is a necessity of our constitution, but he

should not be permitted to usurp the functions

of a military Commander-in-Chief. The

personal relations of these two important

officials have nothing to do with the question,

which is independent of any personal relations,

and is a matter of a good or a bad system.

If these relations are bad they make a bad system

worse, if they are good they do not greatly

improve it.

CONSULTATIVE AND EXECUTIVE
FUNCTIONS.

However excellent the relations between the

Minister and the Commander-in-Chief may be,

they are not the sole, nor indeed the most

important, thing to consider. The War Office

system, certainly on its military—that is, on its

more important—side, depends on the relations

of the Commander-in-Chief with his subordinates,

and if he is in a false position the efficiency

of the War Office and, through it indirectly,

that of the army is sure to suffer. The heads

of the various departments, properly considered,

are not the equals of the Commander-in-Chief,

as under the present system, but his staff, and

with a strong man like the late Commander-in-

Chief, the system of putting his staff on an

equality with him is bound to lead to friction,

just as if the Assistant Adjutant or Quartermaster-

Generals were put on an equality with the

General whose staff officers they are, or the

Adjutant and the Quartermaster of a battalion

ranked alongside their own Colonels. A great

deal of nonsense is talked about the difficulty

the War Minister would have under the system

I advocate—the universal system of every War

Office, and of our own till quite lately—in con-

sulting anyone beside the Commander-in-Chief.

That is because the difference between consulta-

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Hongkong, 28th June, 1901.

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Hongkong, 29th June, 1901.

[16]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Thursday, July 4, Kobe, Inland Sea, Yokohama, and Honolul) 1901, at Noon. (Kohama, and Honolul)

HONGKONG MARU (via Shanghai, Nagasaki, Tuesday, July 30, Kobe, Inland Sea, Yokohama, and Honolul) 1901, at Noon. (Kohama, and Honolul)

NISSON MARU (via Shanghai, Nagasaki, Saturday, Aug. 24, Kobe, Inland Sea, Yokohama, and Honolul) 1901, at DAYLIGHT. (Kohama, and Honolul)

THE TWIN-SCREW Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 4th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 12th June, 1901. [15]

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 14th June, 1901. [1273]

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VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p. Lieutenant-Comdr. Cart, on West River Ship, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieutenant-Comdr. B. W. Dalgrey, at Shanghai Swift, gun-boat, 750 tons, 6 guns, 370 h.p., in reserve at Hongkong. Taku, torpedo-boat destroyer, 250 tons, in reserve at Hongkong. Talbot, cruiser, 5,600 tons, Capt. F. G. Stopford, at Yokohama.

Monocracy, American gunboat, 6 guns, 850 h.p. Comdr. F. M. Wiso, at Taku.

Montreux, American monitor, Capt. G. W. Plizman, at Hongkong.

Novarin, Russian battleship, 2 guns, 1,150 h.p. Capt. Yenish, at Taku.

Newark, American (flagship) cruiser, Capt. McCall, at Hongkong.

New Orleans, American cruiser, Lieutenant-Comdr. J. T. Smith, at Shanghai.

Oregon, American battleship, 16 guns, 11,111 h.p., Capt. F. W. Dickson, at Woosung.

Otarava, Russian armoured cruiser, 12 guns, 2,500 h.p., Comdr. Coprillot, at Shanghai.

Pascal, French cruiser, 14 guns, 3,500 h.p., Capt. Motet, at Shanghai.

Petrel, American gunboat, 4 guns, 1,005 h.p. Comdr. C. C. Coravel, at Manila.

Peterborlask, Russian battleship, 12,000 tons, Capt. Grevais, at Taku.

Pist-Hein, Dutch cruiser, Capt. J. Jansen, at Taku.

Polstava, Russian battleship, 11,000 tons, Capt. Ongoroff, at Napsack.

Princeton, American gunboat, 6 guns, 800 h.p. Comdr. Harry Knox, at Shanghai.

Roznik, Russian cruiser, Capt. Komarov, at Sin, shore.

Russia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., at Taku.

Rurik, Russian flag-ship, 48 guns, 13,500 h.p. Comdr. Haupt, at Taku.

Schwale, German cruiser, 1,120 tons, 8 guns, Comdr. Boenier, at Shanghai.

Socerla, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Sevastopol, Russian battleship, 10,000 tons, Capt. Melentzy, at Nagasaki.

Silat, Russian gunboat, 4 guns, 1,200 h.p. Capt. Barranoff, at Port Arthur.

Sissoi, Russian battleship, 14 guns, 3,500 h.p. Comdr. Volyk, at Vladivostock.

Sivtov, Russian gunboat, 13 guns, 1,200 h.p. Comdr. Elitsky, at Vladivostock.

Alouet, Russian gunboat, 8 guns, 1,200 h.p. Comdr. Motte, at Weihaiwei.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Comdr. Comdr. H. E. Hillman, at Haikow.

Vodcock, gunboat, 150 tons, 2 guns, 550 h.p. Comdr. Comdr. H. E. Hillman, at Haikow.

Vostok, gunboat, 150 tons, 2 guns, 550 h.p. Comdr. Comdr. H. E. Hillman, at Haikow.

Surprise, French gunboat, 2 guns, 453 h.p. Comdr. Journe, at Saigon.

Javelot, French gunboat, 6 guns, 453 h.p. Comdr. Bennington, American gunboat, 6 guns, 9,000 h.p., Capt. E. Craig, at Manila.

Bennington, American gunboat, 6 guns, 9,000 h.p. Comdr. C. H. Arnold, at Shanghai.

Bohrik, Russian gun-boat, 13 guns, 1,150 h.p. Comdr. Dobrovolsky, at Taku.

Blenheim, German battleship, 10,100 tons, 40 guns, Capt. Rosenthal, at Tsingtao.

Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Shanghai.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Swatow.

Calabria, Italian cruiser, 16 guns, Capt. Albeato, at Singapore.

Calico, American gunboat, 1 gun, 55 h.p. Comdr. G. Bradshaw, at Manila.

Castine, American gunboat, 8 guns, 2,199 h.p. Comdr. C. G. Bowring, at Amoy.

Chasselpoint Laubat, French cruiser, 3,800 tons, Capt. De Ephain St. Luc, at Shanghai.

Comete, French gunboat, Capt. Lemoel, at Canton.

Concord, American gunboat, 6 guns, 3,455 h.p. Comdr. H. G. Colby, at Amoy.

Dedive, French gunboat, Capt. Leamy, at Amoy.

Delphin, Russian torpedo-boat, 350 tons, Comdr. T. Novakov, at Hongkong.

D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Nagasaki.

Desirables, French cruiser, Captain de Saune at Amoy.

Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharpen, at Taku.

Don Juan de Austria, American gunboat, Com. T. C. McLean, at Manila.

Eclaireur, French gunboat, 8 guns, 2,950 h.p. Capt. Texier, at Taku.

Elba, Italian cruiser, 18 guns, Capt. Ceconni, at Shanghai.

Fieramico, Italian cruiser, Capt. Carlo Negri, at Shanghai.

Friant, French cruiser, 3,730 tons, Capt. Adam, at Shanghai.

Fursten Bismarck, German flagship, Vice-Admiral Graf Moltke, at Taku.

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbranoff, at Taku.

Gefion, German cruiser, 4,108 tons, 10 guns, 9,000 h.p., Capt. Reinmann, at Swatow.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Baur, at Hongkong.

General Alava, American gunboat, Lieut.-Comdr. C. E. Fox, at Manila.

Grenadiers, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklshesky, at Taku.

Guichen, French cruiser, 9,500 tons, Captain Peron, at Nagasaki.

